

This bill is just one first step in beginning to reestablish the United States' competitive position in the world with free and "fair" trade—fair, underlined eight times—including the shipping companies and those who utilize or dominate those shipping companies.

This is critical legislation. I am hoping that we can make even more progress in the COMPETES Act on the Senate side and not adopt their pathetic, total kowtowing to China.

Mr. Speaker, I urge my colleagues to support this legislation, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I stand in support of S. 3580 to defend the right of American business owners and farmers to receive fair pricing for the exportation of their valuable products across the world.

Since the COVID-19 pandemic brought the world to a halt, the international exchange of goods has struggled to recover.

Many Americans have felt the impact of the supply chain disruption in their homes and pockets.

Products manufactured in factories overseas take too long to arrive at our ports.

When they do arrive, they spend days docked on shore before distribution to American warehouses.

However, the true crime in this broken system has been the theft of economic opportunity to American exporters.

In the months of October and November 2021, when the global supply chain was at its most unstable, shipping carriers had the gall to arrive on U.S. soil, deposit foreign products and then reject the exports of American farmers and business owners.

In these two months, ocean carriers turned away more than 175,000 containers from ports in California, New Jersey, and New York.

According to some reports, nearly 40 percent of scheduled pickups of U.S. agricultural exports were cancelled or simply not completed.

Three out of four shipping containers left American ports empty.

That's a loss of over \$630 million for American businesses.

When shipping containers were available for export, price gouging ate into already small profit margins of our hard-working farmers.

In just two years the price of a shipping container leaving the U.S. quadrupled.

Our business owners, our producers, our farmers are being robbed.

Foreign shipping companies should not be making all time high profits off the backs of American business owners.

The Ocean Shipping Competition Reform Act will empower the Federal Maritime Commission to ensure that American companies stand on equal footing with foreign manufacturers and that these unjust practices come to an end.

S. 3580 will ensure that shipping companies commit to fair and equitable pricing practices.

S. 3580 will support the American economy and will empower our business owners and agricultural leaders to compete on an even playing field on the international stage.

That is why I stand in support of the Ocean Shipping Competition Reform Act of 2022, and why I encourage my colleagues to do the same.

Mr. CARBAJAL. Mr. Speaker, I would like to express my support for the Ocean Shipping Reform Act of 2022. I want to especially commend Reps. GARAMENDI and JOHNSON, on their tremendous work cultivating a bipartisan agreement to address supply chain issues and unfair practices in the shipping industry.

I would also like to thank my colleagues for working with me and Chair DEFAZIO on this legislation.

Mr. Speaker, the need for this legislation is clear by the fact that every American now knows the phrase 'supply chain disruption'.

Whether its delayed shipments of agricultural goods or the current infant formula shortage, every family in America has been touched in some way by these bottlenecks and kinks in our supply chain.

We need robust solutions to address this crisis.

This bill is the first step in doing so.

It eases our stressed supply chain by creating more transparency within our intermodal system and improves efficiency in transporting goods at a time when supply chain congestion is severe.

The increase in funding for the Federal Maritime Commission in this 4-year authorization is indicative of Congress's strong support for finding an effective solution to the supply chain crisis. Now is the time to ensure that the Commission has the ability to enforce fairness in ocean shipping practices.

I am pleased that the bill contains a number of provisions aimed at addressing wrongfully issued detention and demurrage charges. This includes holding shipping companies responsible for proving the reasonableness of the charges when challenged.

To optimize supply chain efficiency and streamline operations, the bill calls for a study to develop best practices for chassis pools that provide service to different types of stakeholders in the intermodal transportation system.

It also authorizes the collection and publication of equipment dwell time statistics at the top 25 ports.

I am proud of the Committee's work on this important legislation, and I look forward to seeing it signed into law.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, S. 3580.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 4 o'clock and 4 minutes p.m.), the House stood in recess.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. COURTNEY) at 6 o'clock and 30 minutes p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

S. 3580;
H.R. 6270; and
H.R. 2020.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

OCEAN SHIPPING REFORM ACT OF 2022

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (S. 3580) to amend title 46, United States Code, with respect to prohibited acts by ocean common carriers or marine terminal operators, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 369, nays 42, not voting 16, as follows:

[Roll No. 256]

YEAS—369

Adams	Brown (MD)	Cole
Aderholt	Brown (OH)	Connolly
Aguilar	Brownley	Cooper
Allen	Buchanan	Correa
Allred	Buck	Costa
Amodei	Bucshon	Courtney
Armstrong	Budd	Craig
Arrington	Bush	Crawford
Auchincloss	Bustos	Crenshaw
Axne	Butterfield	Crist
Babin	Calvert	Crow
Bacon	Cammack	Cuellar
Baird	Carbajal	Curtis
Balderson	Cárdenas	Davis, Danny K.
Banks	Carey	Davis, Rodney
Barr	Carl	Dean
Barragán	Carson	DeFazio
Bass	Carter (GA)	DeGette
Beatty	Carter (LA)	DeLauro
Bentz	Carter (TX)	DelBene
Bera	Cartwright	Demings
Bergman	Case	DeSaulnier
Beyer	Castor (FL)	DesJarlais
Bice (OK)	Castro (TX)	Diaz-Balart
Bilirakis	Chabot	Dingell
Bishop (GA)	Cheney	Doggett
Bishop (NC)	Cherfilus-	Doyle, Michael
Blumenauer	McCormick	F.
Blunt Rochester	Chu	Duncan
Bonamici	Cielline	Dunn
Bost	Clark (MA)	Ellzey
Bourdeaux	Clarke (NY)	Emmer
Bowman	Cleaver	Escobar
Boyle, Brendan	Cloud	Eshoo
F.	Cohen	Espallat